



CITY OF EL PASO, TEXAS

Proposed Transportation Capital Plan Certificates of Obligation

Guiding Principles
Funding Plan Constraints
Transportation Project Priorities
Transportation Funding Plans
Financial Analyses
Policy Direction & Next Steps





- Recommendations for City transportation capital needs for ensuing Fiscal Years based on:
 - City Council direction on transit priorities
 - Approved Agreements with TxDOT on transportation projects on the MPO Metropolitan Transportation Plan & Transportation Improvement Program
 - City's local participation costs to each of the projects given current status
- Proposed Transportation Capital Plan developed pursuant to approved Debt Management Policy, & specifically for use of Certificates of Obligation



- Proposed Transportation Capital Plan includes:
 - Transit Project Priorities
 - COEP Project Priorities / MPO Transportation Improvement Program
- Funding plans incorporate 2% for Public Art & 2% for estimated Bond Issuance Costs
- Project priorities utilize City funding to maximize other resource opportunities
- Project programming based on realistic timeline for project execution
- Project estimates include turnkey deliverables



- Funding plans developed over seven-year expenditure period (Fiscal Years 2011 through 2017) to maximize cash flow management & maintain debt service rate given other City Priorities
- City staff pursuing federal funding for projects, & funding plans represent worst case need scenarios
- Adjustments for authorized project priorities & funding may require adjustments for MPO short & long term planning documents



1. Sun Metro Enterprise Fund cannot absorb transit costs solely & will require General Fund support to accomplish priority project timelines
2. New federal transportation funds, including ARRA, earmarks, competitive grants, & reauthorization funding, is unknown but being vigorously pursued
3. Bond funding capacity is limited if maintain current debt service rate; and may be maximized in Fiscal Years 2012 & 2013
4. Use of federal funding mandates expansive requirements & execution schedule may lag



5. Execution of transportation funding plan may require revisions to the MPO Metropolitan Transportation Plan & Transportation Improvement Program; mandates competitive evaluation & Transportation Policy Board approval
6. For MPO – TIP project priorities, change in network year may not preserve authorized funding allocations (potential loss of \$13.75M)
7. Amendment of Comprehensive Mobility Plan is required to reallocate \$27M of funding to transit project priorities & is subject to TxDOT approval



8. FTA contributions to transit project priorities is required & pending approval
9. Unrelated implications:
 - Debt Management Policy may need reconsideration to fully vet priorities, needs & funding requirements
 - QOL General Obligation Bond; possible delay or front-loading smaller projects in early years
 - Increase in debt service capacity cannot be offset through roll-back of O&M in property tax rate
 - Strategic priorities may need to be re-evaluated from a timing perspective



TRANSIT PROJECT PRIORITIES

Exhibit A



OPERATIONS CENTER

Scope: Principal maintenance, administrative & operations facility for Sun Metro; 200 vehicle fleet

Project Cost Estimate:

Total:	\$30,607,600
Land/ROW Acquisition:	EPIA Lease Pending
Design:	\$2,000,000 (Funded with 2009 CO)
Construction:	\$20,434,000
FFE:	\$8,173,600

Funding Sources:

COEP Bond, \$28,607,600; Prior COEP Bond, \$2,000,000
Sun Metro Enterprise Fund will make ½ or more of debt service payments to this project

Fiscal Year Allocations:

FY 2011, \$9,535,867	FY 2012, \$19,071,733
----------------------	-----------------------

Estimated Completion Date:

Spring 2013



Project Need:

- Depot does not provide adequate space for present operations
- Depot cannot accommodate any future fixed route expansion or new BRT service
- City Council authorized funding to design new Operations Center on November 5, 2008, City Council Strategic Planning Meeting
- Mass Transit Board approved \$2,000,000 for design of new Operations Center
- Preferred site identified on EPIA property on Montana Avenue
- Facility assessment yielded \$28,000,000 estimate for 200 bus facility

SERVICE SOLUTIONS SUCCESS



PROJECT PRIORITIES



Admin / Ops / Maint Facility
Total acreage: 25.8 acres
Driveway Footprint: 16.7 acres



ALAMEDA BRT

Scope: Roadway improvements, buses & construction of passenger facilities to implement Bus Rapid Transit along Alameda with dedicated lanes from Downtown to the Medical Center & with mixed use lanes from the Medical Center to the Mission Valley Transfer Center

**Project Cost
Estimate:**

Total:	\$42,000,000
Land/ROW Acquisition:	None Required
Design:	\$5,000,000
Construction:	\$28,600,000
FFE:	\$8,400,000, includes Rolling Stock

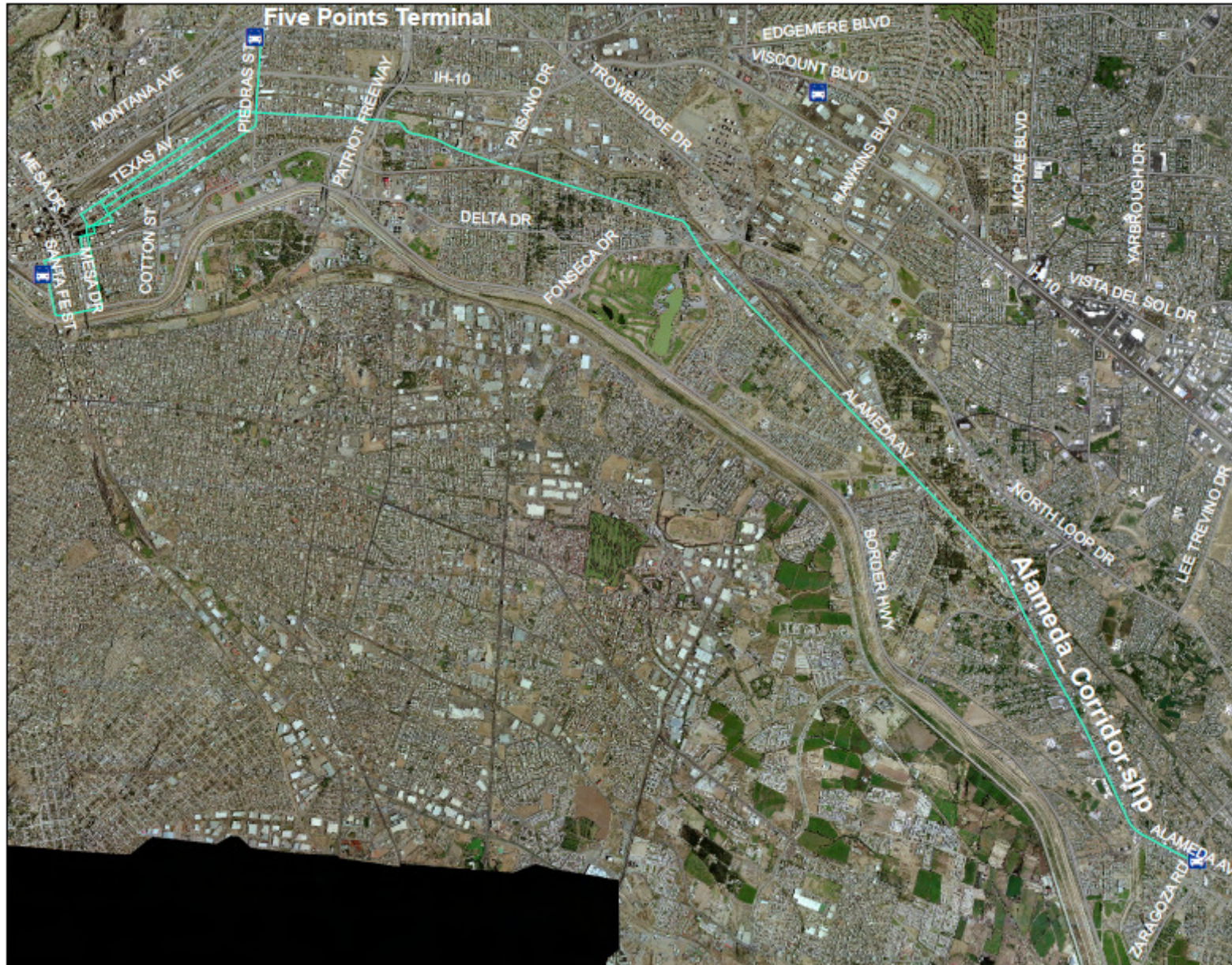
**Funding
Sources:**

COEP Bond, \$42,000,000

**Fiscal Year
Allocations:**

FY 2011, \$2,800,000	FY 2012, \$11,900,000
FY 2013, \$25,200,000	FY 2014, \$2,100,000

**Estimated
Completion Date:** September 2013





MESA BRT

Scope:	Roadway improvements, buses & construction of passenger facilities to implement Bus Rapid Transit along Mesa with dedicated lanes from Downtown to the Glory Road Transfer Center & continuing with mixed use lanes to the Westside Transfer Center	
Project Cost Estimate:	Total:	\$25,000,000
	Land/ROW Acquisition:	None Required
	Design:	\$3,000,000
	Construction:	\$17,000,000
	FFE:	\$5,000,000, includes Rolling Stock
Funding Sources:	COEP Bond, \$5,000,000; CMP, \$1,800,000; FTA, \$18,200,000	
Fiscal Year Allocations:	FY 2014, \$5,000,000	
Estimated Completion Date:	March 2014	



**P
R
O
J
E
C
T

P
R
I
O
R
I
T
I
E
S**





MONTANA BRT

Scope:	Roadway improvements, buses & construction of passenger facilities to implement Bus Rapid Transit along Montana with dedicated lanes from Downtown to the Five Points Transit Terminal & mixed use lanes to the Far Eastside Transfer Center near Loop 375	
Project Cost Estimate:	Total:	\$49,000,000
	Land/ROW Acquisition:	None required
	Design:	\$5,800,000
	Construction:	\$33,400,000
	FFE:	\$9,800,000, includes Rolling Stock
Funding Sources:	COEP Bond, \$9,800,000; CMP, \$14,700,000; FTA, \$24,500,000	
Fiscal Year Allocations:	FY 2015, \$8,400,000	FY 2016, \$1,400,000
Estimated Completion Date:	September 2015	





DYER BRT

Scope:	Roadway improvements, buses & construction of passenger facilities to implement Bus Rapid Transit along Dyer with dedicated lanes from Downtown to the Five Points Transit Terminal & mixed use lanes to the Northgate Transfer Center	
Project Cost Estimate:	Total:	\$35,000,000
	Land/ROW Acquisition:	None required
	Design:	\$4,200,000
	Construction:	\$23,800,000
	FFE:	\$7,000,000, includes Rolling Stock
Funding Sources:	COEP Bond, \$7,000,000; CMP, \$10,500,000; FTA, \$17,500,000	
Fiscal Year Allocations:	FY 2016, \$6,000,000	FY 2017, \$1,000,000
Estimated Completion Date:	September 2016	





COEP PROJECT PRIORITIES – MPO TRANSPORTATION IMPROVEMENT PROGRAM

Exhibit B



CAROLINA BRIDGE WIDENING

Scope: Reconstruction of Carolina Bridge over the railroad in the Mission Valley Area; proposes widening of bridge & the approaches to four lanes from Stiles to Alameda

**Project Cost
Estimate:**

Total:	\$8,786,513
Land/Row Acquisition:	\$511,000
Design:	\$880,000
Construction:	\$7,906,513

**Funding
Sources:**

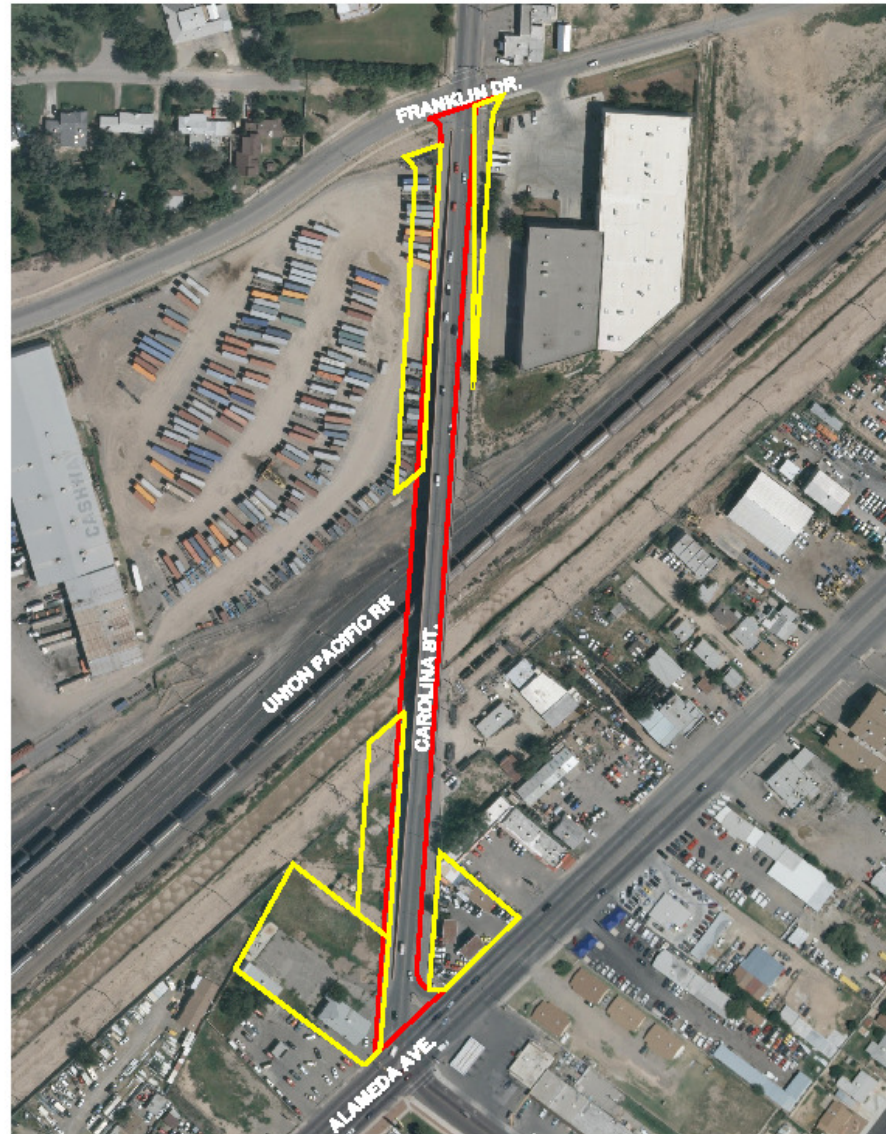
COEP Bond, \$1,899,633; FHWA, \$6,886,880

**Fiscal Year
Allocations:**

FY 2011, \$1,266,422	FY 2012, \$633,211
----------------------	--------------------

**Estimated
Completion Date:**

FY 2016





COUNTRY CLUB ROAD

Scope: Complete reconstruction of roadway from Doniphan to Upper Valley in accordance with Upper Valley Transportation Study; allows coordination of replacement of water & sanitary sewer infrastructure with the El Paso Water Utilities

Project Cost Estimate:

Total:	\$12,000,000
Land/Row Acquisition:	None required
Design:	\$1,000,000
Construction:	\$11,000,000

Funding Sources:

COEP Bond, \$12,000,000
EPWU work is under separate contract/project

Fiscal Year Allocations:

FY 2011, \$3,000,000	FY 2012, \$6,000,000
FY 2013, \$3,000,000	

Estimated Completion Date:

September 2013

S E R V I C E S O L U T I O N S S U C C E S S



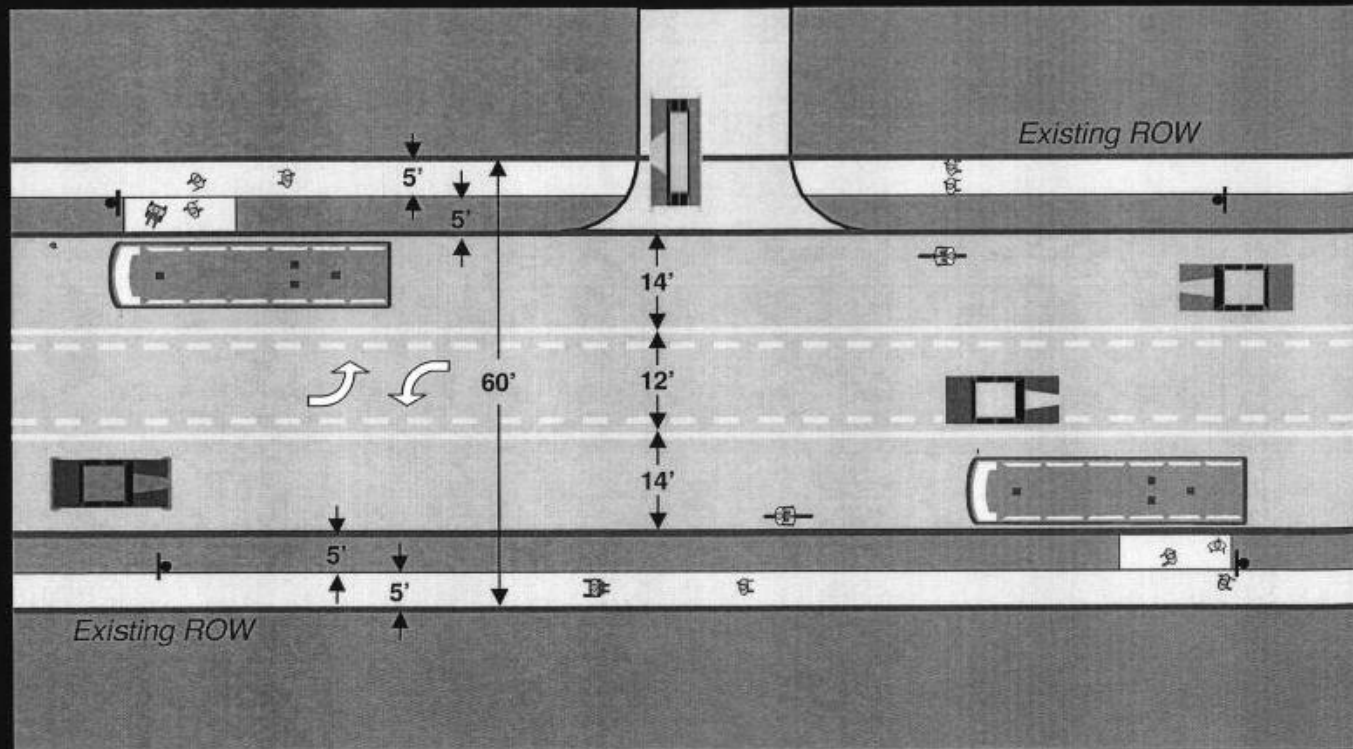
**P
R
O
J
E
C
T

P
R
I
O
R
I
T
I
E
S**





Recommended Option Within 60' ROW Shared-Use Lanes, Sidewalks, Bus Stops at Country Club



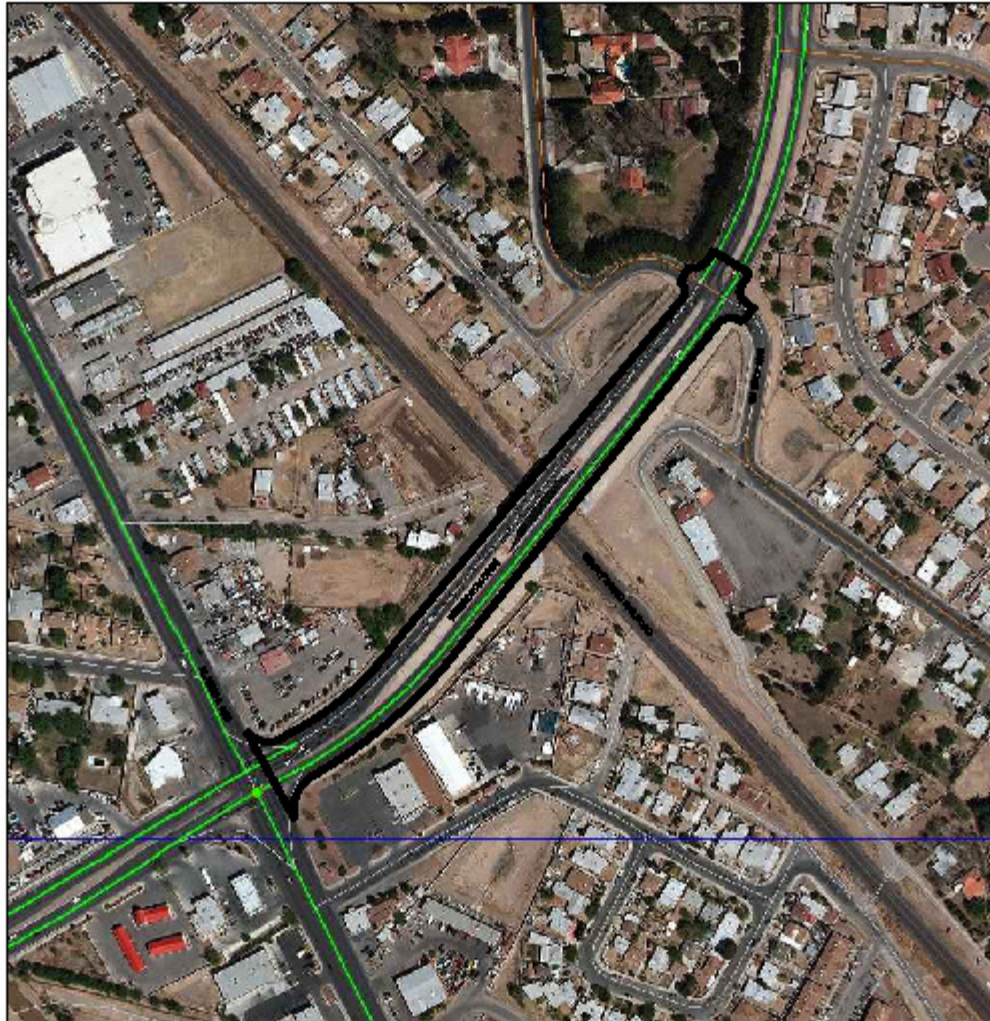
**P
R
O
J
E
C
T

P
R
I
O
R
I
T
I
E
S**



YARBROUGH OVERPASS

Scope:	Reconstruction of bridge & approaches over the railroad from San Jose to Alameda; Funding Agreement executed with TxDOT on January 26, 2010		
Project Cost Estimate:	Total:	\$12,042,656	
	Land/ROW Acquisition:	None required	
	Design:	\$1,517,225	
	Construction:	\$10,525,431	
Funding Sources:	COEP Bond, \$850,000 (shortfall); COEP Match, \$2,651,950 FHWA, \$9,390,706		
Fiscal Year Allocations:	FY 2011, \$850,000		
Estimated Completion Date:	January 2012		





AIRWAY BLVD

Scope: Implementation of the first phase of Airway Extension Feasibility Study & proposes a two-lane street from Gateway East to Market; the amount represents the City's match under an approved Funding Agreement with TxDOT

Project Cost Estimate:

Total:	\$5,000,000
Land/Row Acquisition:	Pending
Design:	\$750,000
Construction:	\$4,250,000

Funding Sources:

COEP Bond, \$750,000; FHWA, \$4,250,000

Fiscal Year Allocations:

FY 2011, \$375,000 FY 2012, \$375,000

Estimated Completion Date:

September 2012





TXDOT MATCHES

Scope: Recommended amounts allow the City to leverage projects programmed through the MPO such as: Traffic Light Synchronization, Video Surveillance, Traffic Studies, etc.; Need as requested by TxDOT under executed Funding Agreements

Project Cost Estimate: Total: \$3,500,000

Funding Sources: COEP Bond, \$3,500,000

Fiscal Year Allocations:

FY 2011, \$500,000	FY 2012, \$500,000
FY 2013, \$500,000	FY 2014, \$500,000
FY 2015, \$500,000	FY 2016, \$500,000
FY 2017, \$500,000	

Estimated Completion Date: TBD



ZARAGOSA OVERPASS ROW

Scope: Includes right-of-way acquisition costs in support of a bridge over the railroad north of Alameda; preliminary work indicates 23 properties needed

Project Cost Estimate:

Total:	\$23,300,000
Land/ROW Acquisition:	\$12,800,000
Design:	\$1,050,000
Construction:	\$9,450,000

Funding Sources:

COEP Bond, \$12,800,000; COEP Match, \$1,575,000; FHWA, \$8,925,000

Fiscal Year Allocations:

FY 2011, \$6,400,000	FY 2012, \$6,400,000
----------------------	----------------------

Estimated Completion Date:

September 2013 Construction Start (TxDOT)

Staff Recommendation: Change network year & delay project

S E R V I C E S O L U T I O N S S U C C E S S



PROJECT PRIORITIES






HAWKINS ROW

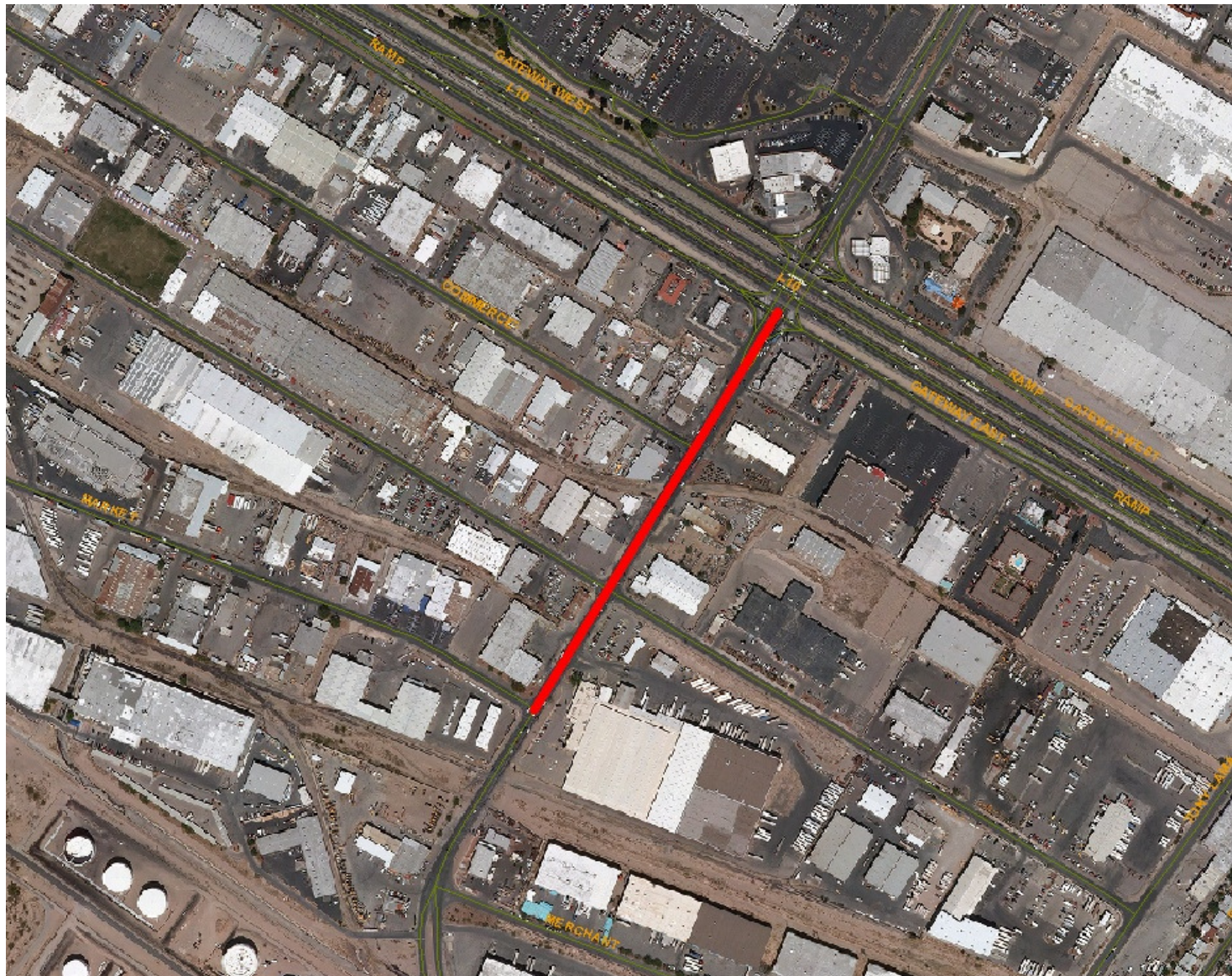
Scope:	Funds a portion of the cost (15%) for right-of-way acquisition for improvements at Hawkins from Gateway East to Market	
Project Cost Estimate:	Total:	Pending Design & Estimate
	Land/ROW Acquisition:	\$3,000,000
	Design:	TBD
	Construction:	TBD
Funding Sources:	COEP Bond, \$3,000,000; FHWA, \$	
Fiscal Year Allocations:	FY 2012, \$2,000,000	FY 2013, \$1,000,000
Estimated Completion Date:	TBD; Scheduled in 2014 TIP Network for construction completion	

Staff Recommendation: Change network year & delay project

S E R V I C E S O L U T I O N S S U C C E S S



PROJECT PRIORITIES





RECOMMENDED FUNDING						
Fiscal Year	Operations Center**	Alameda BRT	Mesa BRT	Montana BRT	Dyer BRT	Local Share
FY 2011	\$9,535,867	\$2,800,000	\$0	\$0	\$0	\$12,335,867
FY 2012	\$19,071,733	\$11,900,000	\$0	\$0	\$0	\$30,971,733
FY 2013	\$0	\$25,200,000	\$0	\$0	\$0	\$25,200,000
FY 2014	\$0	\$2,100,000	\$5,000,000	\$0	\$0	\$7,100,000
FY 2015	\$0	\$0	\$0	\$8,400,000	\$0	\$8,400,000
FY 2016	\$0	\$0	\$0	\$1,400,000	\$6,000,000	\$7,400,000
FY 2017	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Sub Total	\$28,607,600	\$42,000,000	\$5,000,000	\$9,800,000	\$7,000,000	\$92,407,600
2% for Arts						\$1,848,152
2% Bond Issuance Costs						\$1,885,115
Total						\$96,140,867

★★ Sun Metro Enterprise Fund will pay ½ (\$14,303,800) or more of the debt service payments to this project, reducing the total General Fund obligation to approximately \$81,837,067.



RECOMMENDED FUNDING						
Fiscal Year	Carolina Bridge	Country Club	Yarbrough Overpass	Airway Blvd	TxDOT Matches	Local Share
FY 2011	\$1,266,422	\$3,000,000	\$850,000	\$375,000	\$500,000	\$5,991,422
FY 2012	\$633,211	\$6,000,000	\$0	\$375,000	\$500,000	\$7,508,211
FY 2013	\$0	\$3,000,000	\$0	\$0	\$500,000	\$3,500,000
FY 2014	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FY 2015	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FY 2016	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FY 2017	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Sub Total	\$1,899,633	\$12,000,000	\$850,000	\$5,000,000	\$3,500,000	\$18,999,633
2% for Arts						\$379,993
2% Bond Issuance Costs						\$387,593
Total						\$19,767,218



RECOMMENDED NETWORK CHANGES			
Fiscal Year	Zaragosa Overpass ROW	Hawkins ROW	Local Share
FY 2011	\$6,400,000	\$0	\$6,400,000
FY 2012	\$6,400,000	\$2,000,000	\$8,400,000
FY 2013	\$0	\$1,000,000	\$1,000,000
FY 2014	\$0	\$0	\$0
FY 2015	\$0	\$0	\$0
FY 2016	\$0	\$0	\$0
FY 2017	\$0	\$0	\$0
Sub Total	\$12,800,000	\$3,000,000	\$15,800,000
2% for Arts			\$316,000
2% Bond Issuance Costs			\$322,320
Total			\$16,438,320



SUMMARY OF COSTS BY SCENARIO			
Fiscal Year	Transit Project Priorities	Transit & TIP Recommended Priorities	Transit & All TIP Priorities
FY 2011	\$12,335,867	\$18,327,289	\$24,727,289
FY 2012	\$30,971,733	\$38,479,944	\$46,879,944
FY 2013	\$25,200,000	\$28,700,000	\$29,700,000
FY 2014	\$7,100,000	\$7,600,000	\$7,600,000
FY 2015	\$8,400,000	\$8,900,000	\$8,900,000
FY 2016	\$7,400,000	\$7,900,000	\$7,900,000
FY 2017	\$1,000,000	\$1,500,000	\$1,500,000
Local Share	\$92,407,600	\$111,407,233	\$127,207,233
2% for Arts	\$1,848,152	\$2,228,145	\$2,544,145
2% Bond Issuance Costs	\$1,885,115	\$2,272,708	\$2,595,028
Total	\$96,140,867	\$115,908,085	\$132,346,405

★★ Sun Metro Enterprise Fund will pay ½ (\$14,303,800) or more of the debt service payments to the Operations Center, reducing the total General Fund obligation to approximately \$81,837,067, \$101,604,285, \$118,042,605 respectively.



■ Projected Debt Model, Key Assumptions:

- Issuance of Debt by Existing & Three Scenarios Presented
- Maximum Debt Rate of 25 cents
Note: Two instances of non-compliance in Scenario 3
- Assessed Valuation Growth
- True Interest Cost
- Use of Fund Balance
- Timing of Issuances of Remaining Debt

■ Assessed Valuation Growth, Affecting Fiscal Years:

- 2010 3.67%
- 2011 1.00%
- 2012 2.00%
- 2013+ 3.00%



■ Interest Rate Assumptions:

- Projected based on current market trends
- Subject to market variations
- Projected rates
 - Series 2010-11 5.00%
 - Series 2012 5.50%
 - Series 2013+ 5.75%

■ Fund Balance Use:

- Need to review tax collections over the next few years to determine if fund balance will be available to utilize to mitigate the increase in tax rate



- Projected issuances:
 - Existing authorizations
 - Proposed Scenarios, Transportation Priority Projects
 - Modifying principal structure could provide further tax rate relief

January 2006 Authorization

Storm 2006 Authorization

December 2008 Authorization

February 2010 Authorization

Proposed Funding for
Transportation Projects

Proposed Funding for Project 1-5
Transportation

Proposed Funding for Projects 6-7
Transportation



Tax Rate based on all Assumptions:

City of El Paso, Texas					
Tax Rate Impact of Existing Debt and Proposed Long-Term Debt Issuance					
As of March 26, 2010					
	Presented		Scenario		
FYE	2/23/2010	Existing	1	2	3
2009	0.20400	0.20400	0.20400	0.20400	0.20400
2010	0.21100	0.21100	0.20603	0.20603	0.20603
2011	0.21820	0.20955	0.20445	0.20445	0.20445
2012	0.23440	0.21964	0.23938	0.23938	0.23938
2013	0.23770	0.21238	0.24289	0.24533	0.24801
2014	0.23910	0.21166	0.24991	0.24985	0.25184
2015	0.22660	0.19724	0.24463	0.24844	0.25170
2016	0.21060	0.18212	0.23352	0.23807	0.24193
2017	0.19110	0.16338	0.21416	0.21871	0.22245

Assumptions:

- (1) Assumes annual taxable value growth as follows: 1.0% for 2011, 2.0% for 2012, 2.50% for 2013-2014, and 3% thereafter.
- (2) Net of self-supporting debt and BAB Tax Credit payments. The 2009 Pension Obligation Bonds structure assumes an initial 5 year bullet at 3.74%; thereafter, debt service shown is for 25 years at 7%.
- (3) Net of Capitalized Interest.
- (4) Years beyond 2017 reflect a declining debt tax rate.

*Subject to change.



Policy Guidance on:

- Transportation Project Priorities
 - Transit
 - MPO Transportation Improvement Program
 - Recommended for Funding
 - Recommended for Network Change
 - Other
- Funding Plan Development
 - Seven Year or Other Cost Allocation
 - Debt Service Requirements
- Transportation Funding Plan Scenario
 - Transit Projects Only
 - Transit & Recommended TIP Projects
 - Transit & All TIP Projects
 - Other
- Other



City Council & Mass Transit Board Approval of:

Resolution that establishes a transportation capital plan for Transit Project Priorities, that establishes the capital projects by Fiscal Year & authorizes use of Certificates of Obligation as the funding source pursuant to the City's Debt Management Policy

- Authorizes the City Manager to establish funding sources & make budget transfers for execution of the projects
- Directs that the City Manager pursue any state & federal funding to reduce the City's share of its participation costs



City Council Approval of:

Resolution that establishes a transportation capital plan for COEP Project Priorities – MPO Transportation Improvement Program, that establishes the capital projects by Fiscal Year & authorizes use of Certificates of Obligation as the funding source pursuant to the City's Debt Management Policy

- Authorizes the City Manager to establish funding sources & make budget transfers for execution of the projects
- Authorizes the City Manager to submit documentation to & coordinate with the MPO to modify planning documents as necessary
- Directs that the City Manager pursue any state & federal funding to reduce the City's share of its participation costs

S E R V I C E S O L U T I O N S S U C C E S S



CITY OF EL PASO, TEXAS

Proposed Transportation Capital Plan Certificates of Obligation

Questions

